

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held in the Board Room yesterday. Mr. D. W. Taitman (President) presided, and there were also present:—Hon. Mr. W. Chatham, G.M.G. (Vice-President), Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), Colonel Younan (Principal Medical Officer), Mr. F. B. L. Bowley, Mr. Chan Kai Ming and Mr. W. Bowen Rowlands (Secretary).

CHOLERA OUTBREAK AT SHANKUWAN.
Correspondence was submitted relative to an outbreak of cholera at Shankuwan. Mr. Bowley minutes—Prohibition of taking shell fish, etc., from the foreshore would, I think, require legislation. Reclamation is the only cure. The Government should be urged to expedite reclamation at Wanchai and Shankuwan. Colonel Younan—I concur in the above. Reclamation is the only remedy. The evil odours arising from disturbance of the foreshore in searching for shell fish is a public nuisance. It should be put a stop to.

Hon. Mr. Hewett—Cholera is almost the only tropical disease which is practically unknown in Hongkong. Because a few people on one occasion developed symptoms suggestive of cholera, this alone would not justify the cutting off of a regular supply of food to certain poor people, or the enormous expense to the Government of reclamation. We should know more before making any recommendations to the Government.

Mr. Chan Kai Ming—I agree with the Hon. Mr. Hewett, inasmuch as there is nothing in these papers to show that shell fish is the direct cause of the disease. In the 'eighties cholera was well-known in Hongkong, though in recent years it has seldom been heard of. In the Aberdeen district I remember only of a family of half a dozen persons only a girl of ten years of age survived, and she had to be sent to the Po Leung Kuk. Cholera mixture was then kept ready at the various police stations for free distribution to the public, and notices in Chinese were issued warning people not to eat unripe or over-ripe fruits, and to be particularly careful about drinking cold and unboiled water. I should think it would suffice if similar precautions are taken now and the Inspector of Markets is instructed to keep a special lookout on the sale of unwholesome fruit.

The Medical Officer of Health said he might inform the Board that there did not appear to be any occasion for alarm about these cases of cholera. There had been no case yesterday, only one case on Monday, two cases on Sunday and one case on Saturday last. Almost all of them had been on board boats, and the great majority had been boats which anchored at Shankuwan. Two, at least, of the cases had been imported from Canton, where he understood that cholera was prevalent. With regard to Mr. Chan Kai Ming's suggestions, he thought that gentleman would admit that the Dispensaries had now taken the place of the police stations for the distribution of cholera mixture, and all the sanitary inspectors at the present moment had special instructions to keep a sharp lookout for unwholesome fruit and all food liable to cause diarrhoea.

Colonel Younan thought the foreshore at Shankuwan was a positive disgrace to a place like Hongkong. The smell there was so offensive that it was impossible for a person to pass the place without being simply knocked out of his senses. "Don't you think," asked the speaker of the President, "that something ought to be done to remedy this?"

The President said that the other side of the question had also to be looked at. It was by no means proved that any direct disease came from the foreshore. The complaints he had heard were chiefly from people, so to speak, who had gone to the smell; the smell had not come to them. The only cure would be reclamation, and that, he thought, was much too big a thing for the Board to deal with.

Colonel Younan—Has not reclamation been suggested and approved by the Government?

The President—That I cannot answer. I have no official information.

Mr. Bowley said there were two points of view from which reclamation was to be regarded in connection with public health. One was that it supplied greater space for building and tended to diminish overcrowding. The other was that it removed insanitary foreshore areas which were offensive to the public health and the passer-by. He was sorry he could not agree with the Hon. Mr. Hewett that reclamation should be prohibited because it was expensive. There was a demand for building space. They knew that the reclamation of an obnoxious area at Wanchai had been under contemplation for a very large number of years, and he thought the consensus of opinion was that reclamation would prove a profitable undertaking. That was now a great industrial centre, and there must be a demand sooner or later for land in the neighbourhood. He submitted, therefore,

that it was not unreasonable for the Board to ask the Government to expedite reclamation schemes of unhealthy foreshore areas in the neighbourhood of densely populated districts.

Colonel Younan said he agreed with Mr. Bowley.
The President (to Mr. Bowley)—Do you wish to move a resolution?

Mr. Bowley—Might I see the circulating papers.

While Mr. Bowley was perusing these the Vice-President arrived.
The President informed him that the question of the outbreak of cholera at Shankuwan was under discussion, and that members wished to know whether any definite reclamation schemes with regard to Wanchai or Shankuwan were under way.

The Vice-President said that nothing was definitely under way. A scheme had been under consideration for a very considerable period in the case of the Praya East, but he was not in a position to say anything with regard to it at the present time. In the case of Shankuwan there had been a scheme drawn up on paper, but that was as far as the matter had got at present, and unless sales of land improved it was not proposed to proceed with it.

Mr. Bowley moved that in view of the recent outbreak of cholera the Government be requested to expedite and encourage the reclamation of foreshores at Wanchai Bay and Shankuwan.

Colonel Younan seconded, and the motion was carried.

THE DECAY OF MANNERS.

LORD ROSEBURY'S COMPLAINT.

Lord Rosebury last month presented the prizes at the Royal Grammar School, Guildford, on the governing body of which he represents the Senate of London University. In his address to the boys, Lord Rosebury said that he noticed in the statutes of the school, which were framed 300 years ago, a point of minor morals, but one which required much more attention than was usually paid to it to-day. In the statutes they said:—"Absence from church or like assemblies without just cause was to be punished. Honesty and cleanliness of life, gentle, decent speech, humility, courtesy, and good manners were to be established by all good means." The necessity of courtesy and good manners had been recognized by one of the great saints of the educational calendar, William of Wickham, and it was well for us in the 20th century to note the emphasis laid by their founder (Edward VI.) on courtesy and good manners. Why did these men of the early 17th century emphasize courtesy and good manners? He took it that it was for two reasons. First, they were models themselves of courtesy and good manners; the men of 17th century were, he suspected, the greatest breed of Englishmen ever produced—and secondly, because they realized the enormous importance of courtesy and good manners in the common transactions of life. We English people, and still more Scotch people (laughter), had never been famous for good manners. He thought that at one time there was a sort of John Bull feeling in England that good manners were the device of dancing, frolicking Frenchmen, which it was our duty to despise. But that was evidently a sign of decay in the character of the nation, and they were always a sign of self-respect. A man who respected himself was always well-mannered to others. He thought there had been a decay of manners not only in England and Scotland, but all over the world. It was not limited to our own people; we saw it on the Continent just as much, and it was a bad sign. If people had no spirit of reverence, if only of outward reverence, they were not going the right way, and possibly they were going the wrong way.

Manners had an enormous commercial value in life, and no one could have lived as long as he had without noticing the value of manners in the ordinary transactions of life. In public life he had seen men by appearance and manners get such a start of their much abler fellows that they had been able to occupy places much higher in public life than their own abilities or services would entitle them to. Good appearance they might say was not at their command. There he did not agree. Good looks were not. They were the gift of the Gods, and were bestowed on a small percentage of mankind (laughter), but the good appearance of a boy, the manly, straightforward appearance, the appearance without self-consciousness, which was the most disagreeable feature of all appearances—was within the command of every boy. But manners were even more important. Say three boys were applying for some situation. One might be a monster of learning with a Shakespearean forehead (laughter), another might be not half so good, but still able, and the third might not have the abilities of either, but if he had good manners and instead of grunting in answer like the second, but gave a clear, respectful—not cringing but answer to the questions asked him it was ten to one on him against the other two. Manners were not easily taught except by example, but he asked every boy, if he forgot everything else he had said, to bear in mind the enormous value of manners. All through his life it would give him a value which he would never possess without them, and a start over other boys who neither tried to be nor were well-mannered.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the hospitals:—

J. H. A. 85.60

SUPREME COURT.

Tuesday, August 26th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR W. REES DAVIES (CHIEF JUSTICE).

ADMISSION OF A SOLICITOR.

The Attorney-General (Hon. Mr. J. A. S. Bucknill, K.C.) moved for the admission of Mr. George Norington, of York Building, Chater Road, as a solicitor of the Supreme Court of Hongkong. Mr. Bucknill stated that the circumstances of this application were a little unusual, but two explanatory affidavits were on the file. He wished to call his Lordship's attention to the fact that quite recently a new Ordinance was passed with regard to the admission of solicitors, and section 25 of the old Ordinance was repealed, and a new section was substituted. Under sub-section B of the new section 25 it was necessary for a person who wished to be admitted as a solicitor of the Supreme Court of Hongkong to give four months' notice in writing to the Registrar of the Supreme Court and to the Secretary of the Hongkong Law Society, of his intention to apply for admission. Under this new section he also has to deposit with the Registrar his certificate of admission as a solicitor at Home. In this case this was done, but in addition under the new Ordinance he had to file a certificate from a proper officer that his certificate was still in force and valid. Lastly, the applicant was required to file a certificate of character signed by two practising attorneys in one of the Courts of London, Dublin or Edinburgh. There was a proviso that the Chief Justice might exempt any person from complying with all the formalities, but such exemption could not be granted unless notice was given by the applicant to the Secretary of the Law Society. The circumstances in this case were that Mr. Norington left England after the new Ordinance came into force here. He had, however, given notice to the Secretary of the Law Society, and he (the Attorney-General) would put in the letter received in reply stating that that Society had no objection to Mr. Norington being granted the exemptions asked for.

His Lordship—The letter is signed by the Secretary?
The Attorney-General said it was, and in the circumstances he asked his Lordship to exempt Mr. Norington from having to give the four months' notice to the Registrar and from filing a certificate of character as well as from filing the other notification stating that his certificate of admission at Home was still valid.

In reply to his Lordship, the Attorney-General stated that Mr. Norington left England after the new Ordinance was passed. This was the first application for admission under the new Ordinance, and he moved that his Lordship should be pleased to grant Mr. Norington exemption and to admit him as a solicitor.

His Lordship, addressing Mr. Norington, stated that under the circumstances which had been detailed by the learned Attorney-General it was quite clear that he could not possibly have been familiar with the new Ordinance before he left England. Mr. Norington had, so far as was in his power, complied with the necessary conditions, and his Lordship had much pleasure in dispensing with the other conditions and admitting him to practise in this Colony, and he had to express the hope that during the time Mr. Norington carried on the practice of his profession here he would be happy and prosperous.

Mr. Norington bowed his thanks, and his Lordship concluded by suggesting that the Attorney-General should communicate with the Hongkong Law Society and suggest that they might be well advised to inform the Incorporated Law Society in England of the fact of this new Ordinance having been passed.

Mr. Norington came out for Mr. G. K. Hall Brutton.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR W. REES DAVIES (CHIEF JUSTICE).

A CHARGE OF MURDER.

Chi Yau Tin was indicted on a charge of murder, to which he pleaded not guilty, and the following jurors were sworn:—Messrs. A. Ritchie (foreman), V. R. V. Ribeiro, G. M. B. D. Wolf, A. J. Florin, N. V. A. Croucher, G. H. J. Liebach and F. Martin.

The Attorney-General, instructed by the Crown Solicitor (Mr. P. M. Hodgson), appeared for the Crown, and prisoner was defended by Mr. C. G. Alabaster, who was instructed by Mr. Crowther Smith.

The Attorney-General in opening informed the Court and jury that this was a case of some gravity. The facts which would be brought out in evidence were very simple. The crime was alleged to have taken place on board the *Fausang*, one of Messrs. Jardine, Matheson & Co.'s steamers running between Singapore and Hongkong. On the night of the 31st May, the accused appeared to have got into the cabin of the first officer, and when that officer found him there he reported the matter to the captain. Some half-hour later when the captain saw the accused he appeared to be in a peculiar state, and the captain detailed two men to watch him. At about 1.30 p.m. on the morning of June 1st, the officers of the ship discovered that a certain passenger had been stabbed in the throat. They made use of what medical knowledge they had to try to save this passenger, but he died in a short time. The accused was found to be in possession of a pair of scissors, and it was suggested that he committed this crime by stabbing the deceased person with the scissors. As to whether the accused was sane, certain doctors would be called, and they would give their opinion. When the ship arrived in Hongkong accused was handed over to the police, but the body of the deceased was necessarily buried at sea.

Evidence was part heard and the hearing adjourned until this morning.

THE MAGISTRACY.

LARCENY OF BRASS.

Before Mr. F. A. Hazeland yesterday, a Chinese was charged by Inspector McHardy with stealing four pieces of brass from the Naval Yard. The man was sentenced to a month's hard labour and four hours' stocks.

GROSS PERJURY.

Inspector Dymond proceeded against a Chinese for disorderly conduct at 1.30 a.m. on Monday in First Street. The defendant told the Magistrate (Mr. Hazeland) that the constable asked him for a cigarette, and because he refused and told him that he ought not to smoke whilst on duty he was arrested. He called a Chinese woman to give evidence on his behalf. She stated that she lived at 109, First Street, and was sitting on the doorstep at 1.30 a.m. Defendant was sitting on his doorstep—next to witness's house—and was smoking when the constable came up and asked for a cigarette. Defendant would not give him one, and the constable then arrested him. Inspector Dymond asked for a remand in order that he might institute enquiries. This was granted and the officer informed the Magistrate yesterday that the female witness was the defendant's aunt and that she lived at No. 88, First Street. She had never lived at No. 109. The woman was recalled, and admitted that her story was untrue. She stated that the defendant told her to come to the Court and make the statement. Defendant was fined \$25, or in default a month's imprisonment.

THE INTERPORT SWIMMING PROGRAMME.

The interport events to be decided at Shanghai at the forthcoming swimming meeting are as follows:—

August 28th.—9.15 p.m., 100 yards; long plunge.
August 29th.—5.30 p.m., 800 yards; throwing polo ball; high dive.
9.15 p.m., running header; 220 yards; one length team race.
August 30th.—9.15 p.m., 400 yards; two lengths team race; water polo.

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SHANGHAI.



THE NEW POET LAUREATE.

DR. ROBERT BRIDGES AND HIS FELLOW-SINGERS.

The appointment of Dr. Robert Bridges as British Poet Laureate has concentrated attention on the other sweet singers of his country. While *The Times* seems satisfied with the appointment, it must have surprised many people judging from the result of preliminary discussion of the subject in English papers.

The Times opened its columns to a competition, and as that publication enjoys considerable favour in literary classes the outcome is of interest. Following was the result of the poll:—

Kipling, Rudyard 23,630

Meynell, Alice 5,598

Masefield, John 3,887

Hardy, Thomas 2,170

Watson, William 1,089

Newbolt, Henry 821

Bridges, Robert 777

Wicks, Alfred 710

Yeats, W. B. 641

Dobson, Austin 576

Le Gallienne, Richard 522

Housman, A. E. 466

Davies, W. H. 423

Phillips, Stephen 324

Hewlett, Maurice 35

The immense gap in the vote for the appointee, Dr. Robert Bridges, and the first choice in the foregoing poll, Rudyard Kipling, is significant, and draws attention to a *critique* by Bernard Lintot of the latter's poetry in the same issue of *The Times*. Mr. Lintot admits that no poet of modern times, and no English-speaking poet since Walt Whitman, has had his poetic credentials so severely criticised as Rudyard Kipling. But says "there is little doubt in my mind that he has steeped his experiences in the authentic stuff of poetry," and declares that, in spite of all the charges of his detractors, "we are faced by the fact that by his song more people throughout the Empire than any other living poet. He quotes some stanzas of Kipling's showing his poetic qualities, such as the following from "Sussex":—

God gave all men all earth to love,
But since our hearts are small,
Ordained for each one spot should prove
Beloved above all;
That as He watched Creation's birth,
So we, in Godlike mood,
May of our love create our earth
And see that it is good.
This critic concludes:—

"Throughout the poetry of Rudyard Kipling there are verses which have the arresting and essentially the poetic qualities of the above quotations, but it is not so much the quality of Kipling's verse that counts as the amount of new vision he gets into his poetry. When you have stripped away from his poems everything in the nature of jingoism, a vivid and magnificent sense of power and imagination remains. Leaving all poetical opinion on one side, it must be admitted that Rudyard Kipling has felt the reality and romance of Empire as they were never felt in this country before. His song has done more to knit together the scattered people of the British Dominions beyond the seas than any other force. He has put into words the feeling, the sentiment, or whatever you like to call it, which underlies the cleanest Imperial aspiration. In doing so he has made us emotionally conscious of Empire. And whether we like it or not, whether we are Imperialists or not, does not alter the fact that the achievement is only possible to a poet."

DRESS AND UNDRESS.

THE FASHIONS OF JULY, 1913.

A correspondent writing to *The Times* says:—

In the hurry in which we all live the emotion of surprise has probably been quenched, or there would be more discussion not only among women, but among men, too, of the fashions in dress this season. For it is no exaggeration to say that we are in the height of a revolution in feminine clothes, such as has not been seen since that other revolution gave sanction to the excesses of women in the Directory and the Empire.

Five years ago women still wore skirts and bodices which covered them, stockings thick enough not to show the colour of their skin, and sufficient stays and petticoats to conceal the details of their persons. The wasp waist no longer existed, nor was there any hump on the skirt or on the shoulders. The absence of excessiveness was continually pointed out as a return to nature and true art. The dressmakers in Paris only designed for *la ligne*, by which they meant that they aimed at producing the effect of youthful slimness. But human beings are never satisfied to remain stationary, and the men and women who direct the fashions in Paris soon found that the nature to which they had returned was not natural enough; that, in short, more clothes could be dispensed with and a greater air of liberty given to the limbs.

An impetus was given to this attitude of mind by the invention of bonnet stays, which do not pretend to alter the shape of the figure, but only to support it; and Frenchwomen, always serious in what they undertake, found they must "hark" and take exercise instead of tight lacing. Thus a miracle was accomplished, for, from being plump and roundabout, all Parisian ladies became slight and boyish in figure. This was achieved two or three years ago, and since then the "waist" as we used to understand it, has disappeared. But a dress on a straight modern figure must be very different from a dress on an old-fashioned one, and with the elimination of hips and bust came a call for changed fashions. And we have them this year.

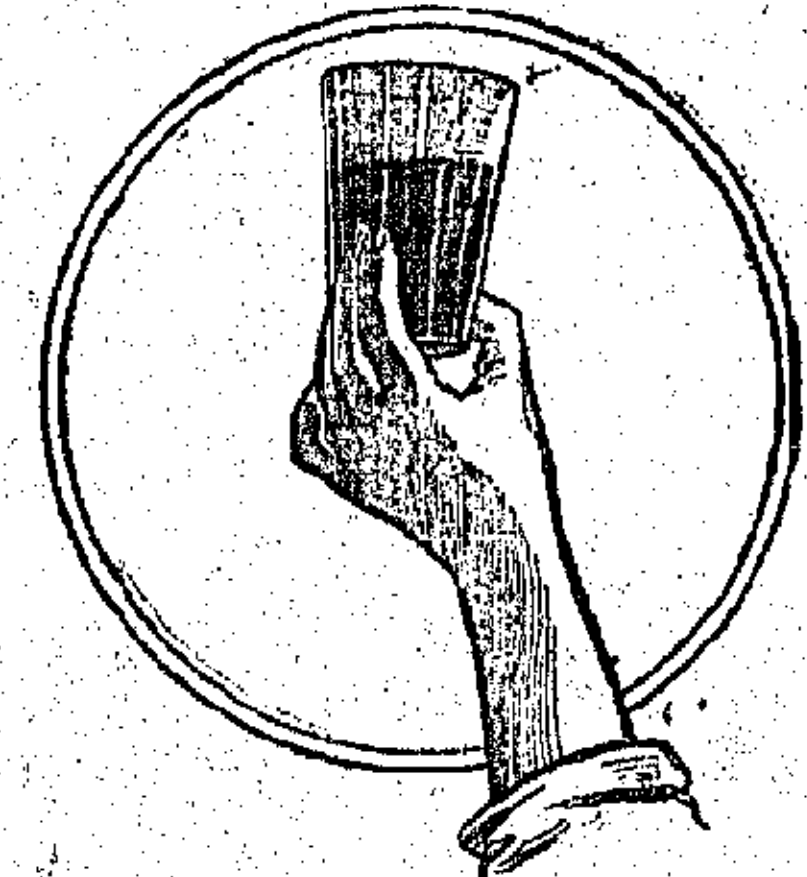
What is patent to the least observant nowadays is that women wear almost nothing under their gowns, even in the daytime. Petticoats went some time back and were replaced by tights—or not replaced at all. The stockings are of such diaphanous silk as to embarrass the beholder who sees, even in the street, so much of them, and they are not covered by any but Court shoes. So much for the foundation. Over this is worn a "finest" of half-transparent material cut almost as low by day as by night, and

with such slashings and liftings in the skirt as may fully display the leg halfway to the knee and which show every movement of the limbs—almost of the muscles. The writer could not, when she was at a great French dressmaker's this afternoon, discover the difference between this spring and evening gowns—so much have the former approximated to the latter. In both the deliberate aim of the designer seems to have been undress. A story has been going the round of Paris in which it is told that an Englishwoman was offered a dress with the following inducement to tempt her:—"Madame sera satisfaite de cette robe, car en mettant un ruban rose dessous, Madame aura l'air complètement nue." As if that were the absolute ambition of every woman for the moment! Certainly there is an orgy of undressing going on, and it shows no signs of abating. And what is to be the end? It is difficult to see; but obviously, when you have gone on undressing for a certain time, you come to the end of what there is to take off, and the only thing to do is to put your clothes on again. But no one can foresee when that happy hour of sanity will be with us. There are no signs of it at present.

It is curious to note that this Bacchanal rage has fallen upon women at a time when much is in the melting-pot, at a time of world restlessness, of war abroad, of constitutional crisis at home, of social misery everywhere. It is difficult to see the connection between fashions and such things, or to say which is cause or what effect, or to determine how much our almost bare feet and quite bare arms and neck owe to Mr. Asquith's indifference to stable government or to the anarchy in the political and artistic world. But it says a great deal for the length of road we have travelled that the old-fashioned people (perhaps there are none left) have not lifted up their voices in the Press to rebuke a generation which would have made their fathers gasp and stare and presently resort to prayer to avert a thunderbolt.

INTIMATIONS

THE BEST THE BREWER'S BREW



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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL DUTIES will be RESUMED ON MONDAY, 1st September.

For Terms for Boarders or Day Scholars, Apply to—

THE HEADMASTER.

Hongkong, 26th August, 1913. [1010]

TO LET.

HOUSES in TORRES BUILDINGS, KILMERLEY ROAD, Kowloon, from the 1st October.

Apply to—

SPANISH DOMINICAN PROCUSSION.

Hongkong, 27th August, 1913. [1012]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDFR" FROM MIDDLEBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 2nd Sept. will be subject to suit.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th Sept. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countermanded by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th August, 1913. [1011]

GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of HIS MAJESTY'S TREASURY, LONDON, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. TO-DAY (WEDNESDAY), the 27th August, 1913.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £200.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and enclosed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

F. J. BOWEN, Major, A.P.D., Treasury Chest Officer.

His Majesty's Treasury Office, Hongkong, 25th August, 1913. [1007]

WANTED.

NURSE or NURSERY GOVERNESS to accompany family to Australia, remaining there about 18 months. Only Europeans need apply—

Care of "Daily Press" Office, Hongkong, 18th August, 1913. [984]

NOTICE.

DURING my temporary absence from the Colony the affairs of the Company will be carried on by Mr. O. WURU.

S. MORIMOTO, Agent.

TOYO KISEN KAISHA, Hongkong, 25th August, 1913. [1002]

NOTICE.

A Fresh Shipment of ALEXANDER'S PURE AUSTRALIAN LEMON SQUASH has just been landed.

Obtainable of GARNER, QUELCH & Co., Sole Agents.

Hongkong, 26th August, 1913. [1008]

KULANGSU MUNICIPAL COUNCIL, AMOY.

APPLICATIONS are invited for the position of SECRETARY, and INSPECTOR OF POLICE to the KULANGSU MUNICIPAL COUNCIL, AMOY.

Applicants should state their age, whether married or single, and should give full particulars on the subject of their previous experience. A Good Working Knowledge of Accounts is desirable.

Copies only of testimonials need be sent in with the application.

The successful candidate will Assume Office on January 1st, 1914.

He shall perform all the duties of Secretary, and of Inspector of Police and he will have no European Assistant.

The maximum salary to be paid to such Secretary will be \$250 (Amoy Currency) per month, with an annual increase of \$25 per month to a final maximum of \$300 per month. He will be provided with uniform, light, fuel, and also quarters. The quarters will be in the Municipal Building, and must be occupied by the Secretary appointed.

Applications must be endorsed "Appointment of Secretary" and addressed to "The Chairman, KULANGSU MUNICIPAL COUNCIL, AMOY," and should reach Amoy not later than September 30th, 1913.

By Order of the Council, Kulangsu, Amoy, 24th July, 1913. [947]

ENTERTAINMENTS

THEATRE ROYAL. GRAND CONCERT AND VARIETY ENTERTAINMENT

UNDER the Distinguished Patronage of HIS EXCELLENCY THE HON. MR. CLAUD SEVERN, the OFFICER ADMINISTERING THE GOVERNMENT.

IN AID OF THE DIOCESAN GIRLS' SCHOOL BUILDING FUND.

ON SATURDAY, 6TH SEPT., AT 9.15 P.M.

ASSISTED BY THE 2ND BN. D.C.L.I. STRINGED ORCHESTRA.

PRICES: \$3, \$2 & \$1.

BOOKING AT MOUTRIE'S.

Late Cars to the Peak. Hongkong, 21st August, 1913. [993]

AUCTIONS

PUBLIC AUCTION. THE Undersigned have received instructions to Sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), ON SATURDAY,

the 30th August, 1913, at 2.30 p.m., off Observation Place, FIVE 500 TON STEEL LIGHTERS As they stand with all Workable GEAR, HAND CRANES,

8 cwt. and 10 cwt. ANCHORS, and About 80 Fathoms 1 in. STUD LINK CABLE on each Lighter.

Further particulars may be obtained from the Undersigned.

On View Two Days before Sale.

TERMS—As Usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 25th August, 1913. [1003]

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, ON WEDNESDAY AND THURSDAY, the 3rd and 4th September, 1913, commencing at 10 A.M. each day, at H.M. NAVAL YARD, Hongkong and Kowloon Depot,

50 TON COAL LIGHTER and OLD AND SURPLUS NAVAL AND VICTUALLING STORES, Comprising:

OLD AND SURPLUS NAVAL STORES—Engines, Fire Manual, Engines, Compound Horizontal, Engines, Inverted Vertical, Boilers with Mountings, Air Compressor, Lathes, Planes, Sewing Machines, Fan Engines, Steam Hammer, Hollow Shafting, Captain and Engine, Oil Engine, Propeller, Canvas Cuttings, Bunting, Canvas and Leather Hoses, Coir Cordage, Manila Hawser, Paperstiff, Dining Table, Old India Rubber, Boots, Carpets, Rugs, Blankets, Chain Cable, Steel Wire Ropes, Steel Tools, Electric Cable, Olive Oil, Old Iron and Steel, Old Metal, &c., &c.

Samples of Valuable Metals may be inspected at the Naval Ordnance Depot.

OLD AND SURPLUS VICTUALLING STORES—Provisions, Seamen's Clothing, Blankets, Officers' Mess Tins (A quantity of Miscellaneous Articles and Table Linen), Implements, Seamen's Mess Utensils, Oak Staves, &c., &c.

TERMS OF SALE—As detailed in the Catalogue.

HUGHES & HOUGH, By Appointment Auctioneers to the Admiralty. Hongkong, 26th August, 1913. [989]

INTIMATIONS

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE. ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors, J. MCGUBBIN, Acting Local Secretary and Resident Engineer.

Hongkong, 9th August, 1913. [958]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations: Sea Bathing, Boating, Cricket, Football, etc.

For terms apply to the Headmaster, HERBERT L. BEER, L.C.P. [1055]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises, No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Buttice & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

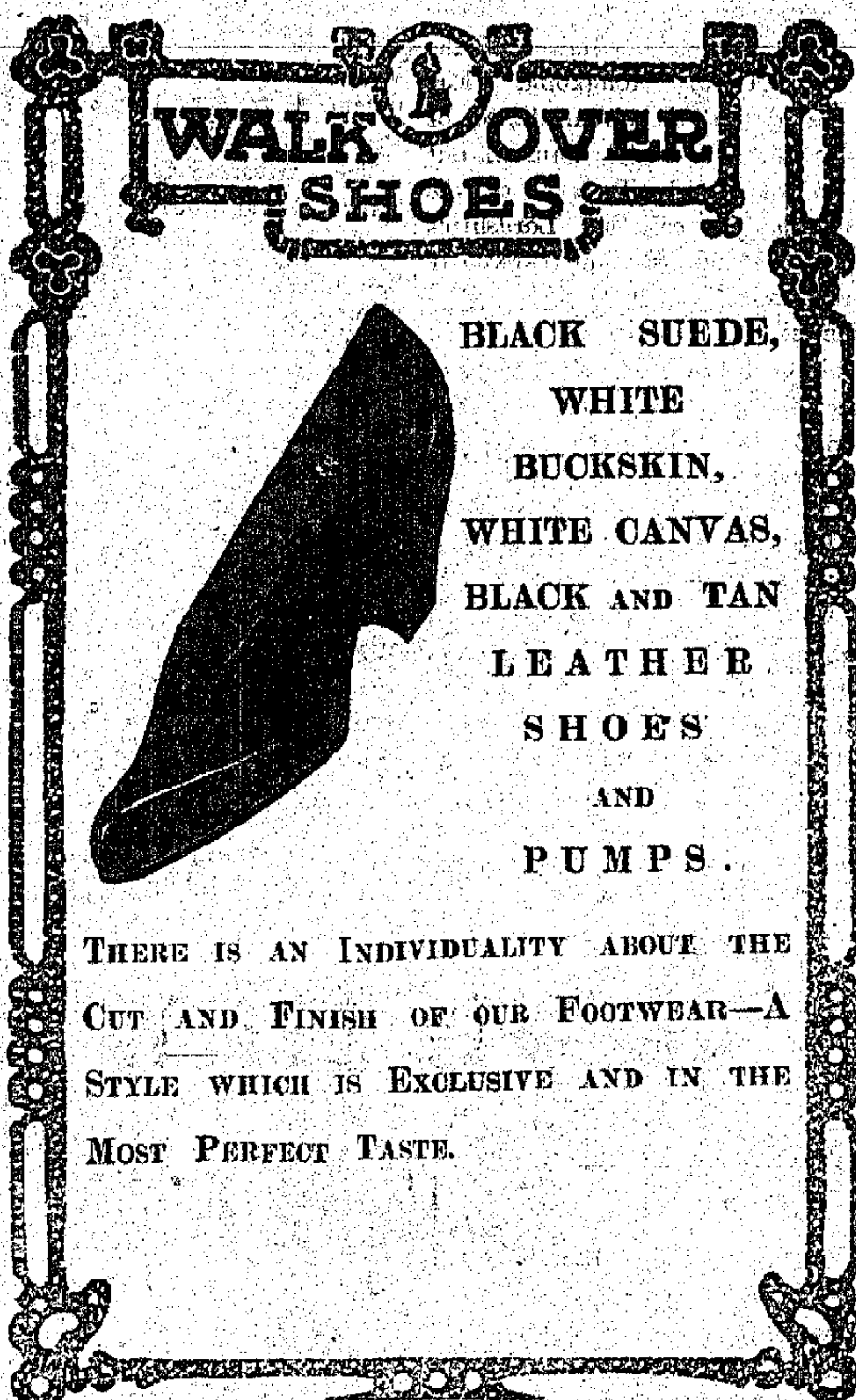
The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Cheate and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. CHELLARAM, Hongkong, 26th July, 1913. [907]

INTIMATIONS

LANE, CRAWFORD & Co. LADIES' DEPARTMENT



BLACK SUEDE, WHITE BUCKSKIN, WHITE CANVAS, BLACK AND TAN LEATHER SHOES AND PUMPS.

THERE IS AN INDIVIDUALITY ABOUT THE CUT AND FINISH OF OUR FOOTWEAR—A STYLE WHICH IS EXCLUSIVE AND IN THE MOST PERFECT TASTE.

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM— WING ON Co. SINCERE Co. KWONG HIP SHING. KWONG WAH. KWONG FOOK CHEONG. AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES: PAT-A-CAKE. LEMON PUFF CREAM. SHORTCAKE. CLOTTED CREAM. TEDDY BEAR.

Other well-known Biscuits such as Marie, Petit Beurre, Milk, Nice, Osborne, etc., are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA: MACWEN, FRICKEL & Co. 1st May, 1913. HONGKONG AND CANTON. [302-2]

MASSAGE.

SKILLFUL. Safety in the General or Electric.

Miss MORITA, Care of NOMBURA HOTEL, 15, 16 and 17, Cornmarket Road, Opposite Blake Pier. Hongkong, 8th May, 1913. [552]

FOR THE SUMMER MONTHS SPECIALITIES

CORNEO OX TONGUES, CORNEO BEEF, CORNEO PORK.

PRESSED BEEF, GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE DAIRY FARM Co., LTD. 28

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received FRESH SUPPLY OF VEGETABLE SEEDS. [942]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply— MANAGER, Hongkong Daily Press Office.

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS.

FINEST VOILES, STRIPED, FLOWERS and FANCY.

FINEST MUSLINS, PLAIN and DOTTED, EMBROIDERED MATERIALS, &c., &c.

You will find Our Range Incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co., 10, D'AGUIAR STREET, Hongkong, 26th June, 1913. [45]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, BY CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwaifu, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE.....\$3.50

To be obtained from Messrs. KELLY & WAH, Ltd., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PUBLIC COMPANIES

THE CHINA AND MANILA STEAMSHIP COMPANY, LTD.

THE THIRTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, 4, Cornmarket Road, Victoria, TO-MORROW (THURSDAY), the 28th August, 1913, at 11.30 in the morning, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1912, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th August, to THURSDAY, the 28th August, 1913, both days inclusive.

SHEWAN TOMES & Co., General Managers. Hongkong, 16th August, 1913. [989]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that a SHARE CERTIFICATE with respect to (3) THREE Shares, Nos. 17482/17484, in the above-named Company standing in the name of ADELINO OSCAR GUTTERRES of HONGKONG, has been LOST or DESTROYED. NOTICE IS HEREBY GIVEN that unless the said Certificate be produced on or before the 28th of August, 1913, it shall be declared NULL and VOID, and a new SHARE CERTIFICATE will be made out in the name of ADELINO OSCAR GUTTERRES.

By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents. St. George's Building, Hongkong, 13th August, 1913. [972]

MESSRS. A. S. WATSON & CO., LTD.

SHARE CERTIFICATE No. 6008 for TWENTY FIVE (25) SHARES numbered 7727 to 7751 inclusive fully paid-up, standing in the Register in the name of JEROME PRAGER of Manila, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandria Buildings, Des Vaux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 23rd August, 1913. [1001]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS at THE OUTPOSTS, A Comprehensive and Complete Record

NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT. Subscription, paid in advance, \$12 per annum. Postage 12 to any part of the World.

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,200,000 RESERVE FUND.....£1,700,000 RESERVE LIABILITY OF PROPERTIES.....£1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT, Acting Manager. Hongkong, 14th April, 1913. [183]

NEDERLANDSCH-INDISCH HANDELSBANK. (NETHERLANDS INDIA COMMERCIAL BANK) ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000) Paid-up Capital.....Fl. 17,407,000 (£1,450,588) Reserve Fund.....Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKER: THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager, No. 8, Des Vaux Road Central, Hongkong, 15th August, 1913. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager. Hongkong, 1st July, 1911. [19]

BANKS

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York. London Office: 26, Bishopsgate, E.C.

BRANCHES: Bombay, Calcutta, Canton, Cebu, Colon, Emporio, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS.....\$7,800,000 EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED, MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager. 9, Queen's Road, Hongkong, 2nd November, 1912. [220]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....Yen 48,000,000 PAID-UP CAPITAL.....Yen 50,000,000 RESERVE FUND.....Yen 18,200,000

HEAD OFFICE—YOKOHAMA. Branches and Agencies at: Amoy, Canton, Hankow, Hongkong, Kobe, London, Lyons, Nagasaki, Peking, San Francisco, Shanghai, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager. Hongkong, 31st March, 1913. [464]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000 RESERVE FUNDS.....STERLING.....£1,500,000 at 2/-—\$15,000,000 SILVER.....\$17,400,000

RESERVE LIABILITY OF PROPERTIES.....\$22,470,000

COURT OF DIRECTORS: S. H. DODWELL, Esq.—Chairman. Hon. Mr. D. LANDALE—Deputy Chairman. G. F. FRISLAND, Esq.—J. A. PLUMMER, Esq.—C. S. GILBERT, Esq.—W. L. PATTERSON, Esq.—P. H. HOLYOKE, Esq.—H. A. SLOAN, Esq.—G. R. LAURENCE, Esq.—Hon. Mr. E. SHELLIM, F. LIOB, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB. MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the Daily Balance. On Fixed Deposits.

For 3 months, 2½ per cent. per annum. For 6 months, 3½ per cent. per annum. For 12 months, 4 per cent. per annum. N. J. STABB, Chief Manager. Hongkong, 16th August, 1913. [18]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital.....£1,500,000 Subscribed.....1,125,000 Paid-up.....562,500 Reserve Fund.....415,000

BANKERS: BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT ACCOUNTS at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager. Hongkong, 14th July, 1913. [878]

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

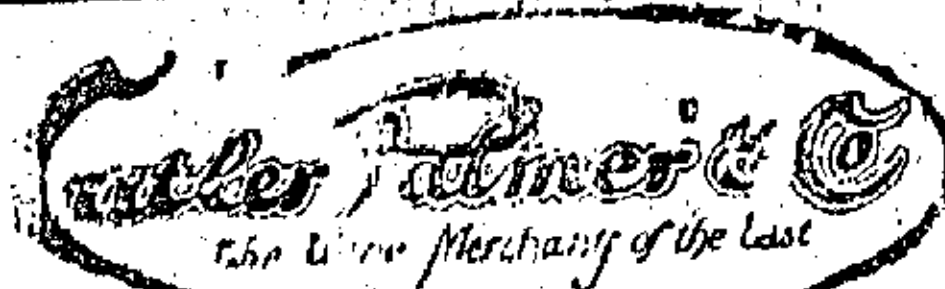
Capital.....Yen 10,000,000 Capital Subscribed (paid up) Yen 6,250,000 Reserve Fund.....Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Anping, Canton, Fuzhou, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Tainan, Taipei, Tokyo, Yokohama.

HONGKONG OFFICE, 3, Des Vaux Road.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.



**NAPIER
JOHNSTONE'S**

'SQUARE BOTTLE'

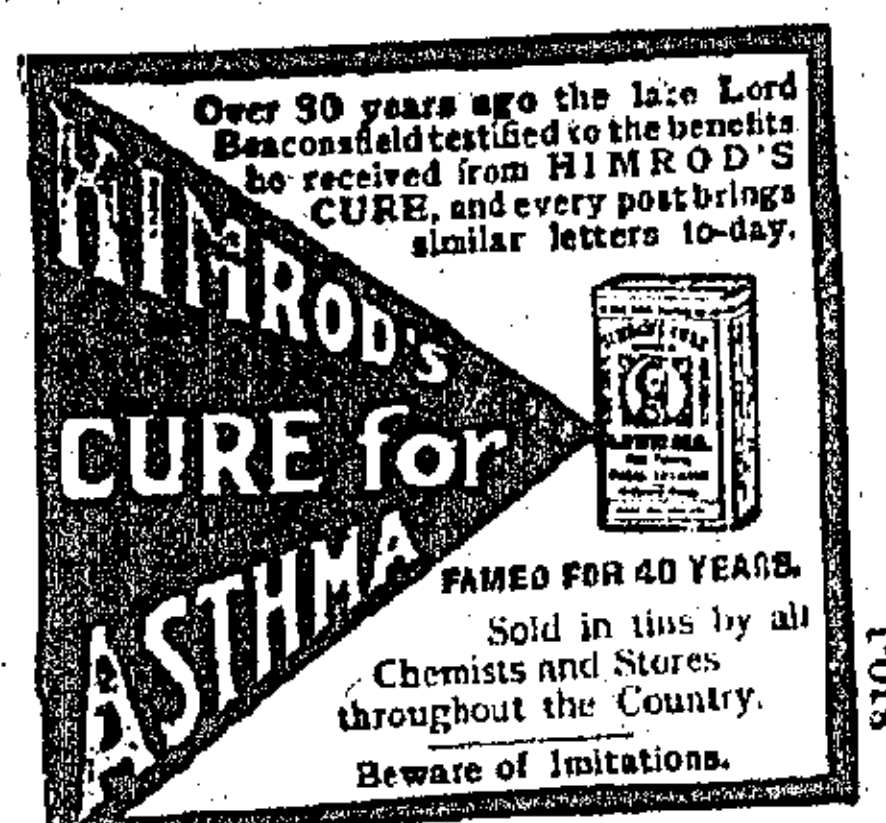
WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.



TO LET

TO LET.

(From 1st July, 1913.)

NO. 2, MOUNTAIN VIEW, THE PEAK.

Apply—**LINSTEAD & DAVIS.**
Hongkong, 10th June, 1913.

TO LET.

66 RANFURLY, No. 11, Conduit Road.
GODOWNS, 24, Wanchai Road, 102, Praya East.

Apply—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**
Hongkong, 8th August, 1913.

TO LET.

MODERN THREE-ROOMED FLATS
with every convenience, Humphreys Buildings, General Avenue, Kowloon.
NO. 2, MINDEN VILLAS, Mody Road, Kowloon. Five Rooms, Tennis Court.
FOUR-ROOMED HOUSES in Camberley Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**
Alexandra Buildings.
Hongkong, 12th August, 1913.

TO LET.

NO. 104, THE PEAK, GOUGH HILL, from 15th October, for 6 months (balance of lease) or more. Partly furnished or unfurnished. **SIX ROOMS.**

Apply—**H. W. D. SHALLARD.**
Care of P. & O. S. N. Co.
Hongkong, 18th August, 1913.

TO LET.

OFFICE in ALEXANDRA BUILDINGS.
Apply—**A. S. WATSON & Co., Ltd.**
Hongkong, 22nd August, 1913.

TO LET.

FURNISHED for one year from 1st November next. **"COOMBE,"** Magazine Gap, with Tennis Lawn.
"EGGATE," Austin Road, Kowloon, from 1st October.

MERION, No. 10, PRAK, Furnished or Unfurnished. 6 ROOMS Cheap rental.
To Let or For Sale. **"GLENSTIEL,"** No. 124, Barker Road, Peak, 5 ROOMS.
For Sale. **"LADDERBOOKE,"** No. 9, Conduit Road. Fine view of Harbour. Rooms, 2 Bathrooms, Garden and Tennis Court. Accommodation for 20 Servants.
For Sale. **"HARTING and ROGATE,"** on part of Kowloon Island Lot No. 1154.

Apply to—**LINSTEAD & DAVIS.**
3rd Floor, Alexandra Buildings.
Hongkong, 27th August, 1913.

TO LET.

SHOP, No. 12, Queen's Road Central.
NO. 9, MOUNTAIN VIEW, PEAK.
NO. 5, STEWART TERRACE, PEAK.

Apply to—**M. J. D. STEPHENS.**
Hongkong, 17th July, 1913.

THE TRADE OF JAPAN.

REPORT BY THE BRITISH
COMMERCIAL ATTACHE.

The following information is taken from the report by the British Commercial Attaché at Yokohama (Mr. E. F. Crowe) on the trade of Japan in 1912:—

IRON AND STEEL TRADE.

The total imports of iron and steel in 1912 amounted to \$5,958,300, compared with \$4,287,700 in 1911, and of other metals \$1,416,100, compared with \$1,137,800, so that there was a total increase of more than 36 per cent. over 1911, which must be remembered was itself a record year. It is satisfactory, too, to note that the increase was spread over the whole range, every item with the single exception of tin plates showing in the advance. The output of the Government Steel Works amounted to about 180,000 tons all told, but with the new extensions they will soon be in a position to produce some 300,000 tons, so that in times when Government requirements are not very large, the competition of this foundry, which enjoys considerable protection, must be taken into consideration. In 1912, however, it was not an important factor in the situation. From the British point of view the most disquieting feature of the year was the sudden increase in the imports from the United States, especially in thin black sheets and in flat galvanised sheets. The United States also made a great advance in bars, but that affects Germany more than the United Kingdom.

The imports of iron and steel (pig and ingot) amounted to 236,510 tons in 1912, valued at \$2,442,200, as compared with 195,338 tons, valued at \$2,707,200 in the previous year. The United Kingdom had a fair share of the large increase, but the German contribution grew at a remarkable rate. A large quantity was also imported from India, this being an entirely new departure rendered possible by the cheap freights obtainable on account of the freight war. The chief demand has come from the makers of pipes, but the advance has also been caused by the development in the general engineering business.

The imports of iron bars and sections showed a considerable increase in 1912, amounting to 218,493 tons, valued at \$2,171,200, as compared with 129,377 tons, valued at \$2,447,000 in 1911. The chief contributors to this total were the United Kingdom, 48,202 tons (\$230,600); Germany, 97,469 tons (\$230,400); Belgium, 42,811 tons (\$270,500); and the United States, 24,705 tons (\$178,200). This last country only supplied 2,400 tons, valued at \$20,000, in 1911.

The British contribution is composed largely of Yorkshire and Staffordshire iron and tool steel and structural material of a superior quality. As in previous years, the German and Belgian shares consist chiefly of cheap bars, although Germany also sent a good many sections. The United States contribution consists largely of bars and structural materials, and in the case of the former the competition has been chiefly against Germany and Belgium in the cheaper qualities.

MOTOR CARS AND CYCLES.

Information is so often asked for in regard to the motor car trade in Japan that the following table of imports of motor cars and parts may prove of some interest:—

	Motor Cars.	Motor Car Parts.
	1911.	1912.
United Kingdom	2,500	14,500
United States	9,600	31,300
Germany	3,500	3,500
France	760	1,800
Other countries	1,500	5,000

It will be seen that the United States figures are still well ahead, but this is not surprising when it is considered that the American makers have sent special representatives to Japan to study the market and that their cars appear to be cheap to suit local requirements. A great many of the cars imported are for hire in local garages, and as visitors coming to Japan are now beginning to tour about the country this part of the business should develop as the roads improve. During the year taxicabs started running in Tokyo with some success, and in various parts of the country motor-omnibus services have been organised. One of the signs of the development of the business is the large amount of advertising which is carried on as well as the starting of a special journal in the interests of motorists.

The motor-cycle has not yet come into great favour, but the imports are gradually increasing.

As regards ordinary cycles, the result of the new duty, which is specific, has been to give the higher grade machines a chance, and the average value of complete cycles now imported from the United Kingdom is about £5, and that from the United States a little over £6, whereas in 1911 it was only £3 10s. It is rather remarkable that, although the British company which is to be very busy, the imports of cycles from the United Kingdom has not changed, the figures for 1911 being 19,700 cycles, worth £70,000, as against 14,300 cycles, also worth £70,000 in 1912. American machines were valued at only £25,000.

Tyres are now made extensively in Japan by British and other companies, but the import in 1912 showed no less than £110,000, the British share being £107,000; the business in cycle parts other than tyres likewise continued to be satisfactory, and here also British manufacturers predominate.

ELECTRIC CABLES.

The business in insulated wires has continued very large, the value of the imports in 1912 amounting to no less than £271,000. Of this the bulk came under the tariff heading, "Armoured with the tariff heading, submarine," and the metal other than submarine, and the United Kingdom and Germany divided this between them, each taking about £250,000. At present, to the traveller who is paying his first visit to Japan, one of the most striking things is the appalling amount of wires which criss-cross over the streets of the large cities. This is gradually being done away with, and underground wires substituted, and until the process is completed the imports from abroad will remain fairly large. The other chief reason for the increase in the imports of this class of goods is the demand from the hydro-electric power companies. Although the Japanese electric wire works have developed to a

**WM. POWELL,
LTD.**

TELEPHONE 546.

COMBINED WITH
BRUSH

CONTINUOUS

SUCTION

**VACUUM SUCKS UP
DIRT AND DUST.**

**LIGHT TO STRONG
WORK.**

**EXCEPTIONALLY LOW
PRICED.**

**Give him
Bovril**

Because the Body-Building Power of
Bovril has been proved to be from
10 to 20 times the amount taken.



**DINNEFORD'S
MAGNESIA**

The Physician's Cure for
Gout, Rheumatism, Gout
and Gravel.

Safest and most Effective
Aperient for Regular Use.

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache,
Heartburn, Indigestion, Sour Eructations, Biliary Affections.

considerable extent during the past few years, they are as yet unable to produce satisfactory high tension cables.

One of the most interesting features of the year has been the business in steamers, not so much because of any extraordinary large increase, but because of the attitude adopted by the Japanese authorities in the Kwantung Leased Territory, which permits of ships obtaining the right to fly the Japanese flag and enjoying nearly all the privileges of ordinary Japanese steamers while they escape the payment of high import duty—Japan and Port Arthur being free ports.

Seventeen ships, totalling 50,000 tons, were thus imported into the Leased Territory, while negotiations are said to be proceeding for the purchase of many more, so it will readily be realised how great a difference this would have made to the Japanese returns. But even without these the actual imports into Japan have been very large, and have surpassed the 1911 figures. It should be remembered that the new tariff distinguishes between old vessels and those less than ten years' old. Of the former class, 13 were imported, of which 12 were British, valued at £58,300. Of the newer ships, 8 were British, valued at £238,000, and 3 American, worth £26,000, the total import of vessels of both classes being £3, worth £403,200, or an increase in value of £31,000 over 1911, but a decrease of 25 in the number of vessels.

It was only natural that, with a boom in shipping in all other parts of the world, there should have been good times for ship-owners in Japan, too, and as the Japanese yards were all fully occupied, there was nothing for it but to import vessels. It is worth noting that even with the protection afforded them by the tariff it is not possible for Japanese shipyards to compete with the prices of British shipbuilders.

DEVELOPMENT OF PAINT-MAKING INDUSTRY.

The importation of ship's bottom paints shows a further falling-off in 1912, and this item, which at one time was of quite large dimensions, now amounts to only £24,000. It should be remembered, however, that nearly all the foreign ships and most of the Japanese ships engaged in foreign trade which dock in Japan get their paints out of bond, so that they are not recorded in the Customs returns. The decrease is attributed to the development of the paint-making industry in the vicinity of Tokyo, Yokohama, and Kobe being used for the Japanese mercantile marine and also for many of his Imperial Japanese Majesty's ships. In the matter of ordinary paints, too, the Japanese makers are gradually increasing their share of business. The Railway Department, for instance, which was at one time a large consumer of foreign paints, now gives

its custom mostly to domestic companies, and all the railway bridges are painted with Japanese paints.

HIDES AND LEATHER TRADE.

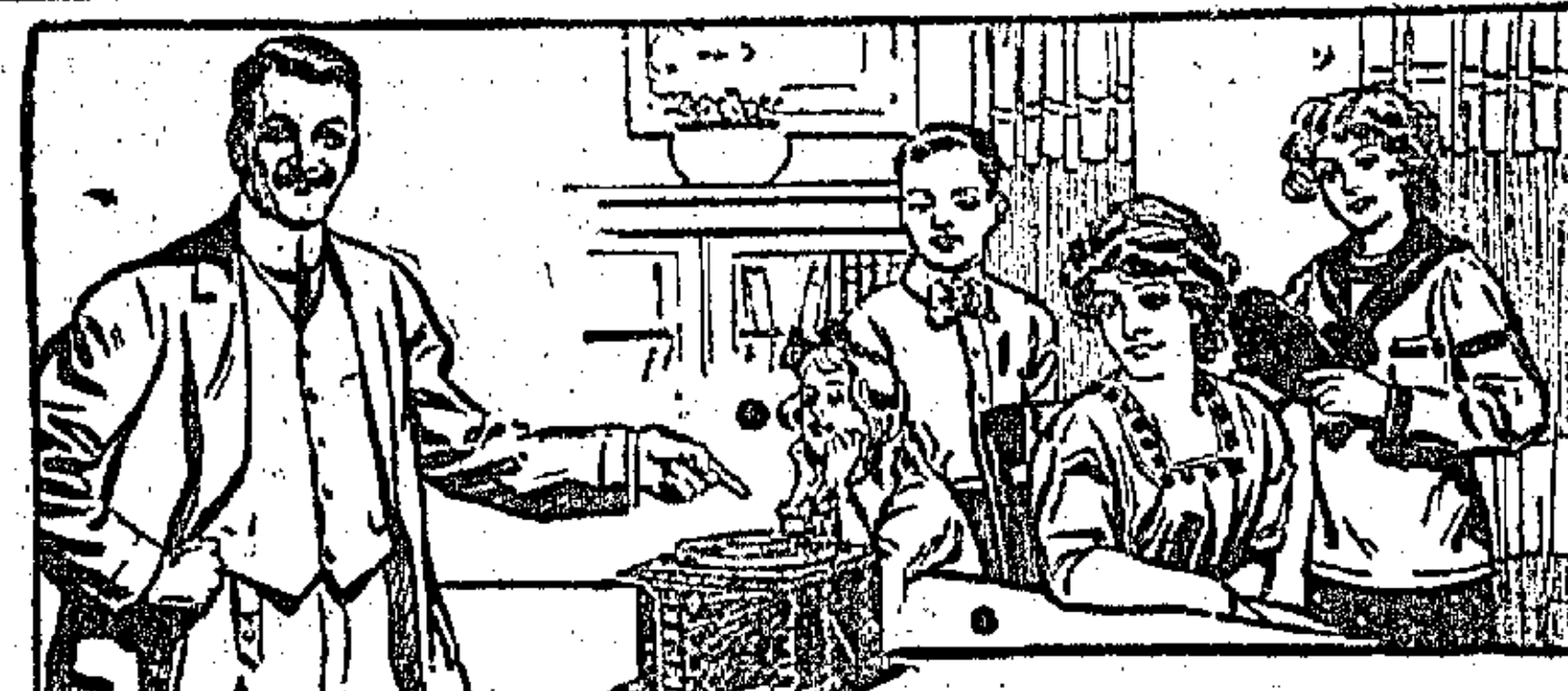
There has been a considerable increase in the importation of hides, which under the new tariff are duty free. Sole leather used to be one of the largest items of import from the United States, but the Nippon Hikaku Company has been making sole leather for some time, though not very successfully, while the Meiji Leathers Company has, at the time of writing (February, 1913), put on the market some sole leather, made in the Californian style, which is said to be of good quality. If this development continues, it is probable that there will be a falling-off in the imports of this article in future, seeing, however, that the number of hides produced in Japan (exclusive of Korea) is very limited, the purchase of these at least must continue to increase, for not only is the wearing of leather boots and shoes coming more into vogue in Japan, but an export business is being developed with China. The same remarks apply also to leather bags and suit-cases.

It is of some interest to note that the importation of leather belting has almost ceased. There are several factories that make belting of quite good quality, and supply most of the country's requirements. They are reported to have been very busy all through the year, but the increased cost of their raw material has told against them.

**APIOLINE
(CHAPOTEAUT)**



For rheumatic troubles, delay, pain and these irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to T. nsey, Suez, Drops and Pellet's.
CHAPOTEAUT, 8 rue Vivienne, Paris.
— Sold by a Chemist.



**A VICTROLA IN THE HOME
MAKES EVERY ONE HAPPY**

It is a source of endless pleasure to the entire household.

Always ready to play at any time for any member of the family, and the Victor repertoire includes every kind of music any one can desire.

PRICES \$35 TO \$345.

EXCLUSIVE DISTRIBUTERS:

S. MOUTRIE & CO., LTD.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th Aug., at 9.30 A.M.

All Claims must reach us before the 4th September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & Co., General Agents.
Hongkong, 20th August, 1913.

FROM EUROPE.

THE H.A.L. Steamship

"UCKERMARK,"
Captain H. Rohde, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 30th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex ss. "Sesagambie" from Havre.
Ex ss. "Göteborg" from Göteborg.
Ex ss. "Frans" from Abus.
Ex ss. "Grania" from Skien.
Ex ss. "Björn" from Christiania.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 23th August, 1913.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NORE,"
Arrived Hongkong on 21st August, 1913.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DODD, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. BEWETT,
Superintendent.
Hongkong, 21st August, 1913.

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"DEN OF CROMBIE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th Aug. at 6 P.M. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on the 27th Aug., at 9.30 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd., Agents.**
Hongkong, 21st August, 1913.

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

S.S. "SAXONIA."

FROM PUGET SOUND, PORTLAND AND VANCOUVER VIA JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 23rd inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 30th inst., at 5 P.M., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 27th inst., at 10 A.M.

All Claims must be filed on or before 30th inst., otherwise they will not be recognized.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 21st August, 1913.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, 26th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 2nd Sept. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 2nd Sept., at 10 A.M.

All Claims must be filed on or before 9th Sept., otherwise they will not be recognized.

S. MORIMOTO,
Agent.
Hongkong, 23rd August, 1913.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years.

From 1874 to 1909.

PRICE \$2 CASH.

On Sale at the DAILY PRESS Office & Local Booksellers.



"This has given me New Health and Nerve Power!"

A new lease of health, new strength and vitality, stronger nerves, better digestion, where before there was nervous exhaustion with all its miseries—such has been the happy experience of more than a million users of Sanatogen.

A typical case in point is that of **Madame Olive Schreiner**, the gifted author, whose "Story of an African Farm" has become a literary classic. She writes from the Cape of Good Hope:—

"The effect of Sanatogen upon me has been most remarkable. Nothing that I have taken for years has given me such a sense of vigour and restored circulation. I shall never be without Sanatogen, and you may make any use you wish of this letter, as I am anxious that everyone who is suffering from nerve-weakness should try it."

If you are a sufferer from nerve-weakness, low vitality, or poor digestion, it is simply a duty you owe to yourself and your family to investigate the claims made for

SANATOGEN

The Food Tonic

a true chemical combination of phosphorus and proteid, which nourishes and invigorates all the cells and tissues of the body, yet contains nothing harmful—no stimulants or narcotics. It is especially valuable in dysentery, chronic diarrhoea, and other stomachic disorders.

Write for Free Book.

Over 16,000 physicians, among them the very leaders in medical science, have publicly certified to the excellent results which they have obtained from Sanatogen in cases of nervous exhaustion, brain-fag, sleeplessness, lassitude, anæmia, digestive disorders, and various wasting diseases.

You could not ask for more convincing assurance that Sanatogen will benefit you.

Buy a bottle to-day—it is sold by all Chemists. And write for a Free Copy of "The Art of Living," by Dr. Andrew Wilson, the well-known medical author. This interesting book tells you all about Sanatogen, and also contains a great deal of valuable advice on health topics. Write at once, mentioning this paper, to the manufacturers of Sanatogen, Messrs. A. Wulff and Co., 6, Kikiang Road, Shanghai.

Sir Charles A. Cameron, C.B., M.D., etc., the famous analytical chemist, writes:—

"Sanatogen is a substance of the highest nutritive value, containing as it does a large amount of organic phosphorus in exactly the form in which it can be easily absorbed. It is an excellent nerve food."

Sir Luke White, M.P., the well-known statesman, writes:—

"My experience of Sanatogen confirms the medical opinion; there is no longer that feeling of fatigue which one previously experienced, but there follows from its use a distinct restorative effect."

Mr. Frank Spilove-Spenove, R.I., F.R.C.S., the well-known artist, writes:—

"I had been suffering from neuritis for several months, and after trying different so-called remedies was advised to try Sanatogen. It has worked wonders—in fact, quite overthrown the trouble."

Mr. Arnold Bennett, the distinguished writer, states:—

"The tonic effect of Sanatogen on me is simply wonderful."

Prof. Dr. C. A. Ewald, of Berlin University, writes:—

"I have used Sanatogen in a number of cases, mainly of a nervous or neurasthenic origin, and have obtained excellent results."

SCIENTIFIC MISCELLANY.

THE PORTABLE ILLUMINANT.

The world's consumption of calcium carbide, produced at about 75 factories, was 260,000 tons in 1911, Europe taking 100,000 tons, and North America only 49,000. It supplies acetylene gas, of which a leading use in the United States is for 700,000 automobile lamps, but which is more employed for general illumination in other countries, France and Algeria having now 250 towns lighted with acetylene. The late acetylene exposition at Paris has drawn attention anew to the advantages of this gas. Safety apparatus of many kinds makes it not only a substitute for electricity or ordinary gas, on a large or small scale, but adapts it for many places where these two agents are not available. As one of the numerous interesting exhibits, a consular report has brought to notice a so-called "light box." When this is plunged into a pail of water, an ingenious mechanism permits just enough water to enter automatically, and the gas given off can be made available at any moment for lighting buildings in construction, scenes of accident, aviation grounds, or any large open space. Portable stoves hold the lamps where desired.

A NEW HORSE-POWER.

The myriawatt, lately endorsed by committees of the American Institute of Electrical Engineers and the American Society of Mechanical Engineers, is proposed as a more convenient and precise standard unit than the horse-power for rating the performance of steam boilers, steam and gas engines, and steam and water turbines. Its value is only two per cent. larger than the latest determination of the "boiler horse-power." Its adoption would simplify and make uniform all power records, as the myriawatt for steam measurement equals ten kilowatts, the electrical unit already in use, both having the international watt as the primary unit.

A FRUIT TO BE DEODORIZED.

The fetid odour of the durian is brought forward by O. W. Barrett, chief horticulturist of the Philippines, as something for the plant wizards to conquer. This tropical fruit weighs five pounds, one-third a delicious pulp that leads many to call this the king of fruits, but the aversion for the unsavoury odour is not easy for Europeans to overcome.

RADIUM RADIATION PHOTOGRAPHS.

The alpha and beta rays of radium, the positive and negative particles into which the atom breaks up, are now studied by photograph. The process has been developed in recent months by C. T. R. Wilson, and was illustrated by Prof. W. H. Bragg at the last meeting of the British Association. The bit of radium is held in a short glass cylinder six inches in diameter, one end of which is closed with a glass plate, while a movable piston is fitted with moist air, the piston is drawn outward, when the sudden expansion cools the moisture, and a fog is formed that settles on the "ions" that are left as trails of any alpha and beta rays. By illuminating the fog and photographing it, a picture showing the path of the rays is obtained. The alpha ray, which is a positively-charged helium particle, is projected by the exploding radio-active atom with a velocity of 10,000 or 20,000 miles a second, but can penetrate only two or three inches of air or one or two thousands of an inch of heavier substances, like aluminium or gold. Its energy spent, it sinks to the level of a common atom. Its course, as proven by the pictures, is a straight line, rarely showing a deflection, although it must pass through hundreds of thousands of atoms, mostly heavier than itself. The track of the beta ray is less obvious. This is a single negatively-charged particle or electron, thousands of times smaller than the alpha particle; and its velocity is so great—sometimes approaching that of light—that it only occasionally ionizes an air atom, its trail on the fog being faint. Its dim lines are sometimes straight, sometimes made irregular by many deflecting collisions. The gamma rays, with great penetrative power and resemblance to Roentgen rays, leave no track distinguishable from beta rays.

NEW TELEGRAPHY.

The pendograph of A. MacDonald, of Adelaide, is a telegraph transmitter claimed to reduce wire-strain 75 per cent. It is on the pendulum principle, operated by a side pressure of the key; and only one movement of the wrist is necessary for the letter H, for example, instead of the four with the Morse key. A travelling refuse-burner. A novel vehicle lately described to the Institute of Sanitary Engineers in London collects house and trade refuse through a suction pipe, and burns it in an electrical combustion-furnace forming the body of the cart. A special bin receives cans, old shoes and other objects not taken up by the suction apparatus. OUR STAR SYSTEM.

Our world's journey in space is a long one, if we are to accept the conclusions of Dr. Turner, of the University Observatory of Oxford, and H. C. Plummer, Royal Astronomer of Ireland. Recent astronomical work suggests that the sun and its planets form a single unit in a vast system, the stars in which, though separated by enormous distances, have a common centre of gravity, and in response to gravitation all move in unison like a stupendous machine. The paths of these stars, instead of being nearly circular like those of the planets around the sun, are much like the oscillations of a pendulum. The calculations show that on this elongated course our sun must travel 400 million years before completing a revolution, and that it passed near the centre less than a million—perhaps not more than 500,000—years ago, and is now on the outward stretch.

CURIOUS COMMENSALS.

The interesting discovery has been made by Jensen, a Java botanist, that certain fly larvae actually make their home in the pitchers, instead of being assimilated, like so many insects, as food for the plants. Not less than seven species of these larvae were observed, of which six proved to be new, and their remarkable characteristics seemed to be a power of resisting and retarding the action of the fluid of the pitchers. Larvae from near-by pools were promptly destroyed and



Do You Feel Fit in the Mornings?

In the morning when the white man awakens in countries near the equator, he often feels more tired than when he went to bed. The food he eats, the air he breathes, and the steamy heat of the tropics provoke a general stagnation of the system. The juices

of the body are charged with impurities which the organs of excretion—the skin, kidneys, etc.—cannot expel; his liver is sluggish, his blood overheated. He is at the mercy of the malignant diseases surrounding him.

Krüschen Salts

A half-teaspoonful of Krüschen Salts, taken in a tumbler of hot water before the morning cup of tea is the unfailing remedy. They cleanse the body of impurities—gently, surely, and painlessly—while possessing wonderful tonic properties giving new life and vitality to the countless millions of cells of which the human body is composed. Flesh, blood, bone, brain and every cell requires one or more of

the constituents of Krüschen Salts for its healthy life. That is why doctors at home and abroad recommend this famous remedy. Krüschen Salts correct any derangement of the organs and fortify the body against Dysentery, Enteric, Malaria, Prickly Heat and Dhobie's Itch. As a remedy for constipation—the most dreaded of evils to the white man in the tropics, they are infallible.

Begin to-morrow morning with Krüschen Salts

and, in a day or so, you will feel as physically fit and mentally bright as you would on a spring day at home.

Krüschen Salts are obtainable from all good chemists and druggists in China.

Wholesale Distributing Agents:

China Commercial Co., 3, Duddell Street, Hong Kong.

Sole Proprietors:

R. GRIFFITH HUGHES (Krüschen) Ltd., 63, Deansgate Arcade, Manchester, England.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

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TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

DAGGAGE collected, forwarded and insured at lowest rates.

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FOREIGN MONIES EXCHANGED.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

absorbed in the pitchers. The anti-ferment was evidently needed for protection, and ensured existence as parasites or in a condition of curious symbiosis.

PLANT LEFT-HANDEDNESS.

Habits of plants analogous to the right-handedness and left-handedness of man have been reported to the Cambridge Philosophical Society by R. H. Compton. In an examination of eight varieties of two-rowed barley, the first leaf was found to twist to the left in 59 per cent. of more than 12,000 seedlings; and an excess of left-handed growth was found also in millet and in oats. In corn there seemed to be no marked tendency either way. No evidence of hereditary peculiarity appears to have been obtained, and no special significance of the results is pointed out.

BRITISH ATHLETIC SUCCESSES.

SIX CHAMPIONSHIPS WON OUTRIGHT.

It was a case of Great Britain versus the Continent in the Amateur Athletic Association Championships Sports held at Stamford Bridge last month, and, if only for the magnificent running of Messrs. W. R. Applegarth and G. W. Hutson, the mother of sport may fairly be said to have held her own—if no more. The absence of the Canadian and American athletes and several famous title-holders was, of course, to be regretted, but neither this nor the damp and gloomy weather affected the interest and enthusiasm of a record crowd of about 20,000 people.

The fourteen events were finally divided as follows:—Great Britain, nine firsts, nine seconds, three thirds; Sweden, five firsts, four seconds, one third; France, one second; Germany, two thirds. The Swedish team's successes were chiefly gained in the field events, which were followed with considerable interest despite the counter-attractions on the track. The Scandinavians, however, also won the half-mile and mile. In the latter race, Mr. J. Zander did not assert himself until halfway, when he easily passed Mr. R. F. C. Yorke, the British hope, and then fairly ran his nearest opponent, Mr. E. Mickler, the German record breaker, to a standstill. Mr. Mickler pulled up exhausted a few yards from the tape, and Mr. G. C. Goring, of Highgate, struggled past him, a plucky second. The one and only Mr. W. R. Applegarth and Mr. G. W. Hutson were, as stated

above, the British heroes. The former won the 100 yards and the 220 yards masterly ease, and was duly rewarded with an inspiring ovation, which augured well for the future of British athletics. Another Polytechnic man, Mr. J. J. Barker, was second in the 100 yards dash, having previously effected the surprise of the day by eliminating Mr. R. Rau, the great German sprinter. The third man was Mr. W. A. Stewart, of Rugby international fame, who ran disappointingly after winning his heat in even time.

A solemn hush fell over the ground when Mr. W. R. Applegarth, in the outside berth, Mr. V. H. D'Arcy, Mr. C. W. Taylor, and Mr. R. Rau lined up for the final of the furlong. Then a roar went up as the first-named shot off the mark and running powerfully into the straight, raced home three yards ahead of Mr. Taylor (Polytechnic). The German runner was third. The race was one huge thrill and provided a fitting climax to a memorable day. The time was a championship record.

Mr. G. W. Hutson's last lap in the four miles—completed inside 60 sec.—will long be remembered. The holder and Mr. E. Glover (Hullamshire Harriers) had easily shaken off Mr. M. Karlsson, the Swede, and were running steadily within a few yards of one another when Mr. Hutson suddenly sprinted ahead and left his man fairly in the lurch. It was an electrifying effort, and the winner, who had also beaten a championship record, was given a great reception at the finish.

The high and long jumps were more or less even questions, but, as things turned out, they provided two creditable British victories. Mr. R. H. Baker won the former by clearing 6 ft. Mr. A. Petterson (Sweden), who recently won the event against the London Athletic Club, breaking down at 5 ft. 10 in. The long jump went to an old Cantab, Mr. S. S. Abrahams, who defeated the nearest Swede by nearly a foot. Britain also did well in the quarter-mile. Mr. C. Nieve (Polytechnic) accomplished a fine performance by beating Mr. D. H. Jacobs (Faringham Hill) in 49.5 sec.

The athletes who unsuccessfully defeated their titles were E. Owen in the mile and S. Frost in the steeplechase. Many medals were won by athletes who, although finishing outside the first two in their respective events, beat stipulated standard times or distances. The Duchess of Somerset distributed the prizes.

WEATHER REPORT.

On the 26th at 11.45 a.m.—The depression over Annam has filled up. The depression in the Pacific has deepened considerably. It is now central to the north-west of the Bonins.

Pressure is nearly stationary along the China coast and over the Philippines.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood (T) same as

Formosa Channel (T) same as

South coast of China between (T) same as

Hongkong and Lianokok. (T) same as

South coast of China between (T) same as

Hongkong and Hainan. (T) same as

Light or variable winds, fine.

CHINA COAST METEOROLOGICAL REGISTER.

26th August, 1913, a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
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Vladivostok	7 a.	29.93	57	—	—	—	0 b
Nemuro	5 a.	30.02	—	—	—	—	2 b
Hakodate	29.93	—	—	—	—	—	1 b
Yokohama	29.83	—	—	—	—	—	1 b
Kobe	29.72	—	—	—	—	—	1 b
Yokohama	29.72	—	—	—	—	—	1 b
Kagoshima	29.70	—	—	—	—	—	1 b
Oshima	29.69	—	—	—	—	—	1 b
Naga	29.69	—	—	—	—	—	1 b
Ishijima	29.78	—	—	—	—	—	1 b
Bonin Is.	29.39	—	—	—	—	—	1 b
Chefoo	—	—	—	—	—	—	1 b
Weihaiwei	29.33	70	90	NE	5	c	—
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	29.81	63	100	W	1	b	—
Guangzhou	29.81	75	—	—	—	—	—
Swatow	29.82	83	—	—	—	—	—
Ampo	29.82	82	85	—	—	—	—
Swatow	29.82	85	—	—	—	—	—
Taihu	29.82	85	—	—	—	—	—
Taihu	29.82	85	—	—	—	—	—
Tainan	29.82	85	—	—	—	—	—
Koshan	29.81	85	—	—	—	—	—
Pescadore	29.81	85	—	—	—	—	—
Canton	29.81	85	—	—	—	—	—
Hongkong	29.82	80	79	SW	1	c	—
Gap Rock	29.82	80	—	—	—	—	—
Macao	29.82	80	—	—	—	—	—
Wankow	29.82	80	—	—	—	—	—
Hankow	29.82	80	—	—	—	—	—
Pakhoi	29.82	80	—	—	—	—	—
Phuoc	29.82	80	—	—	—	—	—
Tourane	29.82	80	—	—	—	—	—
C. St. James	29.82	80	—	—	—	—	—
Apurri	29.82	80	—	—	—	—	—
Manila	29.82	80	—	—	—	—	—
Legaspi	29.82	80	—	—	—	—	—
Bacolod	29.82	80	—	—	—	—	—
Holo	29.82	80	—	—	—	—	—
Cebu	29.82	80	—	—	—	—	—
Labuan	29.82	80	—	—	—	—	—

T. F. CLAXTON, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF SKY, by blue sky, a detached cloud, a drizzling rain, a fog, a gloom, a hail, lightning, a overcast, a passing shower, a squall, a rain, a snow, a thunder, a visibility, a wet (wet).

7 RAIN in inches tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 26th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.81	29.82	29.75
Temperature	87	80	89
Humidity	70	91	63
Wind Direction	S/E	—	West
Force	1	0	1
Weather	c	0	b
Rain	—	0.00	—

Highest open air Temperature on 25th .88

Lowest open air Temperature on 25th .79

HONGKONG TIDE TABLE.

From 27th August to 2nd September, 1913.

Days of Week.	Days of Month.	High Water		Low Water	
		H. Kong Mean Time.	Height.	H. Kong Mean Time.	Height.
Wed.	27	h. m.	ft. in.	h. m.	ft. in.
		3 50	6.6	1 04	2.0
Thurs.	28	No infer.	high	not low	water
		5.1	7.1	1.44	1.4
Fri.	29	No infer.	high	not low	water
		6.13	7.6	2.22	0.9
Satur.	30	9 24	4.4	0 50	3.8
		9 20	4.7	2 59	0.7
Sun.	31	8 18	8.2	1 33	3.3
		9 41	5.0	3 55	0.7
Mon.	1	9 14	8.2	2 43	2.8
		10 8	5.4	4 11	0.9
Tues.	2	10 9	8.0	3 40	2.4
		10 40	5.8	4 47	1.3

ON SALE

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912

Revised by THE MEMBERS.

PRICE - - - \$5.

DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.

VESSELS EXPECTED.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	MAGELLAN Capt. Rat	On 29th Aug. at 10 A.M.
MARSEILLES VIA PORTS	AUSTRIEN Capt. Goubault	On 9th Sept. at 1 P.M.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
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QUEEN'S BUILDINGSWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "YEDDO" ... 7,200 ... On 13th Sept.
KOBE and MOJI ... "PEKING" ... 6,500 ... About 30th Sept.
For Freight and Further Particulars, apply to
TELEPHONE No. 171.
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.PROPOSED SAILINGS.
FROM HONGKONG: 27th Sept. Connecting with "KATANGA" FROM COLOMBO: 12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTSBRITISH INDIA S. N. CO., LTD.
APCAR LINE.REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched
for SHANGHAI, KOBE and MOJI on 10th September.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched
as above on 14th September.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a fully qualified surgeon.
For Freight or passage, apply toDAVID SASSOON & CO., LTD.,
HONGKONG, 25th August, 1913, AGENTS."THE BIG 4"
OF THE
PACIFIC MAIL S.S. CO.

STEAMERS	TONS	COMFORT.	FROM HONGKONG calling at
MONGOLIA	27,000 tons, twin screws.		SHANGHAI, NAGASAKI
MANCHURIA	27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA	18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO.
SIBERIA	18,000 tons, twin screws.		LULU (the Paradise of the
NILE	11,000 tons.	SPEED.	Pacific) through Service via
CHINA	10,200 tons.		NEW YORK to Europe.
PERIA	9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games,
Amusements, Wireless, Submarine Signal Service, and
Bilge Keels.The Cost: is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120. To San Francisco via Japan and Honolulu the cost is \$45.
For the INTERMEDIATE SERVICE First Class accommodations are provided
for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL
RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	TONS	Starting
PERIA	9,000	SATURDAY, 13th Sept. at Noon
KOREA	18,000	SATURDAY, 20th Sept. at 1 P.M.
SIBERIA	18,000	SATURDAY, 4th Oct. at 1 P.M.
CHINA	10,200	TUESDAY, 14th Oct. at Noon
MANCHURIA	27,000	TUESDAY, 21st Oct. at 1 P.M.
NILE	11,000	TUESDAY, 28th Oct. at 9.45 A.M.
MONGOLIA	27,000	SATURDAY, 3rd Nov. at 1 P.M.
PERIA	9,000	TUESDAY, 25th Nov. at Noon

Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
13th Sept. ... PERIA	15th Sept.	2nd Sept. ... PERIA	4th Sept.
14th Oct. ... CHINA	16th Oct.	10th Sept. ... KOREA	12th Sept.
23rd Oct. ... NILE	25th Oct.	24th Sept. ... SIBERIA	26th Sept.
25th Nov. ... PERIA	27th Nov.	2nd Oct. ... CHINA	4th Oct.
30th Dec. ... CHINA	1st Jan.	9th Oct. ... MANCHURIA	11th Oct.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
R. C. MORTON, Agent.
Panama-Pacific International Exposition—San Francisco—1915.HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 27 AUGUST, 1913.

8 a.m. HONAM	8 a.m. HEUNGSHAN
10 p.m. KINSHAN	5 p.m. FATSHAN

THURSDAY, 28 AUGUST, 1913.

8 a.m. HEUNGSHAN	8 a.m. HONAM
10 p.m. FATSHAN	5 p.m. KINSHAN

A Telephone Service has been recently installed on the Canton Company's Steamers.
Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 31 AUGUST, 1913.

The Company's Steamship.
"SUI AN"
Will depart from the Wing Lok Street Wharf at 8 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOESANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SANNAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 5.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct Steamers "LINTAN" and "SANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.SAN FRANCISCO
SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU	22,000 tons.
S.S. CHIYO MARU	22,000 tons.
S.S. SHINYO MARU	22,000 tons.

S.S. NIPPON MARU 11,000 tons. (Intermediate.)

S.S. HONGKONG MARU 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,
PHILIPPINES AND THE FAR EAST, VIA HONOLULU.
These Vessels present the Earliest Advance in the Science of Shipbuilding, being
equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment
of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in
every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam
Laundry, Nursery and Playroom for Children, Open Air Gymnasium, Moving Picture
Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.WESTERN PACIFIC-DENVER AND
RIO GRANDE.The T.K.K. Lines connect at San Francisco with the Palatial Trains of the
Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City
and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers.
Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New
Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections
at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for
Ticket form No. 826.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor
Stewardess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 2nd Sept.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON-EXPRESS:
Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £3.15, II £2.15.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bern, Basel, Calais or Boulogne, Class I £3.15, II £2.15.
BY SEAMEX-EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.11, II £2.3.9.
TO SHANGHAI
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6.
S.S. "AFRICA," 8,840 tons, will leave as above on 31st Aug. at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 7th August.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.SANDER, WIELER & Co., Agents,
Ho-kong, 18th August 1913, Princes' Building.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, VIA SINGA- PORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. E. Cope	16,000	WED'DAY, 10th Sept., at D'light.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	SAWA MARU Capt. R. Shimizu	12,500	TUESDAY, 9th Sept., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. R. Takada	9,600	WED'DAY, 27th Aug., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	KUMANO MARU Capt. M. Winkler	9,300	WED'DAY, 24th Sept., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	COLOMBO MARU Capt. Kawashima	6,000	SATURDAY, 6th September.
KOBE and YOKOHAMA	BOMBAY MARU Capt. Tozawa	6,000	MONDAY, 1st September.
SHANGHAI, KOBE and YOKO- HAMA	HIRANO MARU Capt. H. Fraser	16,000	THURSDAY 8th Aug., at D'light.
NAGASAKI, KOBE & YOKOHAMA	HAKATA MARU Capt. Nomura	12,500	MONDAY, 1st September.

Fitted with New System of Wireless Telegraphy.

Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 124L

[11-12-13]

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
ARCADIA	Aug. 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOULTAN	Oct. 25	Oct. 31
CHINA	October 11	Through Steamer	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES:

On and after the present date the Fares to London and Marseilles will be as follows:—

	1st Saloon	2nd Saloon	Accommodation	Single	Return
LONDON	"A"	"B"	"C"	"D"	"E"
MARSEILLES	"A"	"B"	"C"	"D"	"E"

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NANKIN	September 17	October 9	Oct. 12
NYANZA	September 30	October 24	Nov. 2
NOHE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 2	Dec. 11
SYMBATA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARE: TO LONDON.

1st Saloon £50 Single. £75 Return.

2nd Saloon £35 Single. £52 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

F. A. HEWETT,
SUPERINTENDENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. E. Hokey	About 28th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARCAZIA Capt. S. Barham	Noon, 30th Aug.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.	NANKIN Capt. Owen Jones, R.N.	10 A.M., 3rd Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE/NILE AND YOKOHAMA	Capt. H. Powell	About 4th Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	KAIFONG	On 28th Aug., 4 P.M.
SHANGHAI	"LUNOW"	On 28th Aug., 4 P.M.
SWATOW, AMOY & SHANGHAI	"HUPH"	On 29th Aug., Noon.
TAIPEI, NEWORANG & CHINWANG	"TCHANG"	On 30th Aug., 4 P.M.
SHANGHAI	"YINGOW"	On 30th Aug., 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 31st Aug., 4 P.M.
MANILA, CEBU & ILOILO	"CHINHUA"	On 2nd Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 4th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "CHINHUI," "CHENAN," "LINAN" and the S.S. "LUNOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD & SWIRE.

Hongkong, 27th August, 1913. Telephone 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	30th August	On 19th Sept., 11 A.M.
EASTERN	30th September	On 31st Oct., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE AND YOKOHAMA:

S.S. UCKERMARK	28th Aug.
S.S. SENEGAMBIA	24th Aug.
S.S. LIBERIA	11th Sept.
S.S. ALBENGA	20th Sept.
S.S. SUEDEMARK	20th Sept.
S.S. ARABIA	8th Oct.
S.S. SEGOVIA	20th Oct.
S.S. ALFMARK	5th Nov.

HOMeward.

For VANCOUVER, SEATTLE and/or TACOMA

& PORTLAND (Or.)

S.S. UCKERMARK ... 28th Aug.

For HAVRE, BREMEN & HAMBURG:

S.S. SUEVIA ... 31st Aug.

For MANCHESTER, ROTTERDAM, HAMBURG

& ANTWERP:

S.S. O. J. D. ABERS ... 3rd Sept.

For HAVRE & HAMBURG:

S.S. BELGRAVIA ... 15th Sept.

For HAVRE, ANTWERP & HAMBURG:

S.S. GRAECIA ... 18th Sept.

For HAVRE, BREMEN & HAMBURG:

S.S. SCANDIA ... 18th Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th August 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 13 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 29th Aug., at 11 A.M.
"HAIYAN"	Capt. J. S. Roach	TUESDAY, 2nd Sept., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 27th Aug., at 11 A.M.
		SUNDAY, 31st Aug., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulaka Pier).

During the Month of AUGUST FIRST CLASS RETURN FARES to

FOOCHEW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 25th August, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
TENYO MARU	E. Bent	MONDAY, 1st Sept., NOON.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Grone	FRIDAY, 17th Oct., at Noon.
NIPPON MARU	A. G. Stevens	WEDNESDAY, 5th Nov., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on MONDAY, the 1st September, at Noon.
(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALBAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important ports and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

Kipp's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
TACOMA MARU	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
PANAMA MARU	J. Kanoo	WEDNESDAY, 17th Sept., at 1 P.M.
SEATTLE MARU	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
MEXICO MARU	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.
CHICAGO MARU	Goto	THURSDAY, 30th Oct., at 1 P.M.
CANADA MARU	K. Hori	

Call at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.
Call at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,
PENANG AND COLOMBO.

Steamer	Captain	Leaving
LUZON MARU	A. Yamamoto	FRIDAY, 5th Sept., 4 P.M.
SAIGON MARU	T. Yamaguchi	MONDAY, 2nd Sept., 4 P.M.
INDO MARU	K. Komija	THURSDAY, 25th Oct. 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.
"INDO MARU" ... K. Komija ... SATURDAY, 20th Sept., P.M.
"LUZON MARU" ... T. Yamaguchi ... THURSDAY, 30th Oct., P.M.
"SAIGON MARU" ... A. Yamamoto ...

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
KAIJO MARU	Y. Yamamoto	TUESDAY, 2nd Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
SHOSHU MARU	T. Fuchigami	SUNDAY, 31st Aug., at Noon.
DAIGI MARU	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
SOSHU MARU	K. Tashiro	WEDNESDAY, 3rd Sept., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
SOSHU MARU	K. Tashiro	FRIDAY, 29th Aug.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Som Yip Wharf (near the Harbour Office, Praya Central). For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER,

Second Floor, No. 1, Queen's Building.

741



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 4th Sept., 4 P.M.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 13th Sept., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards and Cooks. For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers,
HONGKONG, 27th August, 1913.

PHILIPPINES S.S. Co.

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AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. HEID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK" [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
UTIPANAS	SHANGHAI	Second half of August	JAVA	Second half of August
UTIPAROM	JAVA	Second half of August	—	—
UTIPATJAP	JAVA	Second half of August	JAPAN	First half of September
UTIPATJAP	JAVA	First half of September	SHANGHAI	First half of September
UTIPATJAP	SHANGHAI	First half of September	JAVA	First half of September
UTIPATJAP	JAVA	Second half of September	SHANGHAI	Second half of September
UTIPATJAP	JAPAN	Second half of September	JAVA	Second half of September
UTIPATJAP	JAVA	Second half of September	JAPAN	Second half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 25th August, 1913.

Telephone No. 375.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
-----	----------	------	---------

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN... "BOELOW" Capt. C. NAHRATH, 16,900 (Wed' day, 3rd Sept., at 10 A.M.)

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA... "PRINZ LUDWIG" (Capt. F. V. HINZEL, 18,300 (About Wed' day, 3rd Sept.)

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE... "PRINZ WALDEMAR" (Capt. H. BREMER, 6,000 (Saturday, 6th Sept., at 9 A.M.)

KOBE... "COBLENZ" Capt. L. KLUCHKE, 5,750 (About Tuesday, 16th Sept.)

JESSELTON, KUDAT and SANDAKAN... "BORNEO" Capt. J. KOEHLER, 5,000 (Wed' day, 27th Sept., at Noon)

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th August, 1913.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK" Yokohama.

Codes used.—A.R.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, trigs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

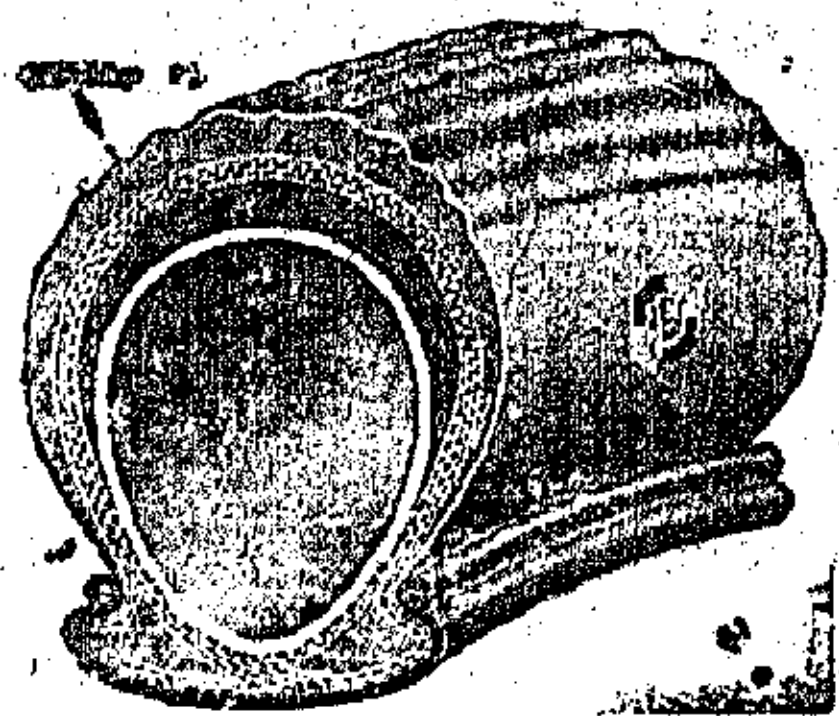
92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

[712]

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RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 25th August, 1913.

[44-35]



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Hongkong, 25th August, 1913.

[44-13]

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ON THE MARKET.

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HUGO C. A. FROMM,

Tel. 960.

20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 25th August, 1913.

[44-45]

NOTICE POST OFFICE.

The United States Mails on *Persia* have been transferred to the *Empress of Russia* arriving Hongkong on 1st September.

The *Devonia*, with the English Mail, left Singapore on Saturday, the 23rd inst., at 8 a.m., and may be expected to arrive here to-day, at 4 p.m. This packet brings the Parcel Mails closed in London for despatch by the all-sea route on the 23rd ult., and for despatch overlaid on the 30th ult.

The *Vinglow*, with the Mail from London (via Siberia) of Friday, the 8th instant, is due to arrive here to-day.

The *Magellan*, with the French Mail, is expected to arrive here to-morrow at 4 p.m.

FOR	PER	DATE
Hongkong	<i>Tingpang</i>	Wednesday, 27th, 9.00 A.M.
Jessellton, Kadat and Sandakan	<i>Borneo</i>	Wednesday, 27th, 10.00 A.M.
Japan via Nagasaki	<i>Benalder</i>	Wednesday, 27th, 10.00 A.M.
Swatow	<i>Haiman</i>	Wednesday, 27th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island	<i>Nikko Maru</i>	Wednesday, 27th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)	<i>Empress of Japan</i>	Wednesday, 27th, 10.00 A.M.
Macao	<i>Sui Tai</i>	Wednesday, 27th, 11.00 A.M.
Hoihow, Haiphong, Pakhoi and Saigon	<i>Kaifong</i>	Wednesday, 27th, 11.00 A.M.
Japan via Kobe	<i>Hirano Maru</i>	Wednesday, 27th, 11.00 A.M.
Shanghai, North China, Japan via Kobe	<i>Fookang</i>	Thursday, 28th, 11.00 A.M.
Hongkong	<i>Chowkei</i>	Thursday, 28th, 11.00 A.M.
Fort Bayard, Haiphong, Pakhoi and Saigon	<i>Hue</i>	Thursday, 28th, 11.00 A.M.
Straits and India via Calcutta	<i>Leat</i>	Thursday, 28th, 1.00 P.M.
Macao	<i>Sui Tai</i>	Thursday, 28th, 1.15 P.M.
Shanghai and North China	<i>Leat</i>	Thursday, 28th, 1.15 P.M.
Manzanillo and Guaymas (Mexico)	<i>Leat</i>	Thursday, 28th, 1.15 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	<i>Devonia</i>	Thursday, 28th, 3.00 P.M.
SHANGHAI, NORTH CHINA, AND JAPAN via NAGASAKI (EUROPE VIA SIBERIA)	<i>Magellan</i>	Friday, 29th, 9.00 A.M.
Swatow, Amoy and Foochow	<i>Haikyung</i>	Friday, 29th, 10.00 A.M.
Swatow, Amoy, Shanghai and North China	<i>Hupoh</i>	Friday, 29th, 11.00 A.M.
Macao	<i>Sui Tai</i>	Friday, 29th, 1.15 P.M.
Tsingtau, Newchwang and Chingwantao	<i>Iehang</i>	Friday, 29th, 5.00 P.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via MOJI, UNITED STATES, SOUTH AMERICA and CANADA, via VANCOUVER	<i>Monteagle</i>	Saturday, 30th, 10.00 A.M.
SEALAND, BURNHAM, Ceylon, ADELAIDE, Western Australia, India, Aden, Egypt, and Europe via BALDWIN	<i>Arcadia</i>	Saturday, 30th, 10.00 A.M.
Late Letters 11.00 to Noon. (Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed on Friday, the 29th inst., at 5 p.m.		
Philippine Islands	<i>Loongsang</i>	Saturday, 30th, 1.00 P.M.
Straits and India via Calcutta	<i>Sutong</i>	Saturday, 30th, 1.00 P.M.
Macao	<i>Sui Tai</i>	Saturday, 30th, 1.15 P.M.
Tientsin	<i>Chingping</i>	Saturday, 30th, 5.00 P.M.
Weihsaiwei, Chefoo and Tientsin	<i>Huachow</i>	Saturday, 30th, 5.00 P.M.
Shanghai and North China (EUROPE VIA SIBERIA)	<i>Yingchow</i>	Saturday, 30th, 5.00 P.M.
Swatow	<i>Haiman</i>	Sunday, 31st, 9.00 A.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO (EUROPE VIA SIBERIA)	<i>Tonyo Maru</i>	Monday, 1st, 10.00 A.M.
Swatow, Amoy and Foochow	<i>Kaifong</i>	Tuesday, 2nd, 1.00 P.M.
Swatow, Amoy and Foochow	<i>Haitan</i>	Tuesday, 2nd, 1.00 P.M.
Philippine Islands	<i>Chinhua</i>	Tuesday, 2nd, 3.00 P.M.

COMMERCIAL

CLOSING QUOTATIONS.

August 26th.

On LONDON:	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	2
Bank Bills, at 30 days' sight	2 1/2
Bank Bills, at 4 months' sight	2 1/2
Credit, at 4 months' sight	2 1/2
Documentary Bills 4 months' sight	2 1/2
On PARIS:	
Bank Bills, on demand	25 1/2
Credit, at 4 months' sight	25 1/2
On GERMANY:	
On demand	204
On New York:	
Bank Bills, on demand	48 1/2
Credit, at 60 days' sight	49 1/2
On BOMBAY:	
Telegraphic Transfer	149 1/2
Bank, on demand	149 1/2
On CALCUTTA:	
Telegraphic Transfer	149 1/2
Bank, on demand	149 1/2
On SHANGHAI:	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
On YOKOHAMA:	
On demand	97 1/2
On MANILA:	
On demand	80 1/2
On SINGAPORE:	
On demand	85 1/2
On BATAVIA:	
On demand	121
On HATYONG:	
On demand	14 1/2
On SAIGON:	
On demand	77 1/2
On BANGKOK:	
On demand	89 1/2
SOVEREIGNS, Bank's Buying Rate	\$3.95
GOLD LEAF, 100 fine, per tael	\$2.50
BAR SILVER, per oz.	\$2.50

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent.
Chinese	10	\$7.41 discount.
Hongkong	20	\$7.58
Hongkong	10	\$6.34
Hongkong	10	\$5.27

MAILS VIA SIBERIA.

8th August.	23rd August.
25th August.	25th August.

SHARE LIST.—QUOTATIONS.

Hongkong 26th August, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$10, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2, sellers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 150	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9.60	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$2 1/2, buyers	5 p.c.
DOCK AND WHARVES.—					
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$93	5 p.c.
Hongkong & Wharves & G. Co., Ltd.	50,000	\$50	all	\$82, sellers	3 p.c.
New Ancey Dock Co., Limited	19,000	\$63	all	\$51	7 1/2 p.c.
S'hai. Dock and Engineering Co., Ltd.	55,000	Tls. 100	all	Tls. 53, buyers	
S'hai. and Hongkong Wharf Co., Ltd.	100,000	Tls. 100	all	Tls. 107, sellers	
Green Island Cement Co., Limited	400,000	\$10	all	\$6 1/2, buyers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$3 1/2	4 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$125	5 p.c.
Manila Metropole Hotel, Limited	15,000	Ps. 10	all	Ps. 99 1/2, sellers	
Hongkong Hope Manufacturing Co., Ltd.	5,000	\$25	all	\$175, sellers	5 1/2 p.c.
Hongkong Hope Manufacturing Co., Ltd.	60,000	\$10	all	\$24, x. div.	9 1/2 p.c.
Hongkong Hope Manufacturing Co., Ltd.	15,000	\$10	all	\$2, buyers	
Hongkong Hope Manufacturing Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Hope Manufacturing Co., Ltd.	325,000	\$7	all	\$9 1/2, buyers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$300, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$144, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$338, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 137 1/2	
Union Insurance Society, Limited	12,400	\$25	\$100	\$736, sellers	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$20	\$190, @ Ex 73	
LANDS AND BUILDINGS.—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$115 1/2	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Hongkong Land Reclamation Co., Ltd.	150,000	\$10	all	\$2, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$45, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	75,000	Tls. 50	all	Tls. 59	
West Point Building Co., Limited	12,500	\$50	all	\$72, sellers	5 1/2 p.c.
Maatschappij tot Exploitatie van Landbouwgronden in Langkat	25,000	Gds. 10	all	Tls. 23, sales	
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$0 1/2, buyers	
Heawood Tin and Rubber Estate, Ltd.	322,000	\$2 1/2	all	\$3 1/2	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$5 1/2, sellers	
Trojan Mines, Limited	160,000	\$1	all	\$0 1/2	
Pak Tramways Co., Limited	25,000	\$10	all	\$10	7 1/2 p.c.
Philippine Co., Limited	50,000	\$10	\$1	\$0 90	
Pulper et Papeterie de l'Inde et de la Chine	75,000	\$10	all	\$5	
Pulper et Papeterie de l'Inde et de la Chine	13,200	\$0	all	\$40, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$38	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$38	
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$29 1/2, sellers	7 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref. } 60,000 def. }	\$25	all	\$75 } \$8	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	107 1/2	6 p.c.
Star Ferry Company, Limited	30,000	\$10	all	\$35, buyers	5 1/2 p.c.
South China Morning Post, Limited	6,000	\$25	all	\$22 1/2	
South China Morning Post, Limited	20,000	\$5	all	\$4 1/2, sellers	
Sze Hai Tong Dispensary, Ltd.	1,200	\$10	all	\$25	
Powell, Wm., Limited	15,000	\$7	all	\$11, sellers	4 p.c.
Watson & Co., A. S. Limited	90,000	\$10	all	\$7 1/2, sales	
Weissmann, Limited	3,300	\$10	all	\$31, buyers	
Union Waterboat Co., Limited	50,000	\$10	all	\$17, buyers	5 1/2 p.c.
Para Rubber in London					3/8 per lb.
Loans.	Amount.	Value.	Interest.	Quotation.	
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7 1/2 p. annum.	Par.	
VERRON & SMYTH, Share Brokers.					

TO-MORROW

11.30 a.m.—The China and Manila Steamship Co., Ltd. Meeting of Shareholders.

FORTHCOMING EVENTS.

Saturday, 30th August.—
2.30 p.m.—Auction of Five 500 ton Steel Lighters at Observation Place, Praya East, by Messrs. Hughes & Hough.

Tuesday, 2nd September.—
11 a.m.—Auction of H.M.S. *Alacrity* on board at H.M. Naval Yard.
11 a.m.—Auction of H.M.S. *Handy* and H.M.S. *John* on board at H.M. Dockyard.
Wednesday and Thursday, 3rd and 4th Sept.—
10 a.m.—Old and Surplus Naval and Victualing Stores at H.M. Naval Yard, by Messrs. Hughes & Hough.

Saturday, 6th Sept.—
9.15 p.m.—Grand Concert and Variety Entertainment at the Theatre Royal.

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[34-1]



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WINE MERCHANTS,

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TELEPHONE No. 135.

HONGKONG.

[42-2]

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